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Hongkong Daily Press.

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日二初月三年卯乙

HONGKONG, THURSDAY, APRIL 15TH, 1915. 四拜禮

號五十月四年四國民華中

PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.
Apr. 16th.—Europe via Siberia, per s.s. Luchow.
TO DEPART.
Apr. 15th.—Europe via Siberia, at 11 a.m., Yokohama Maru.
Apr. 15th.—Shanghai, North China and Japan via Moji, Victoria, B.C., Seattle and United Kingdom via Canada, at 11 a.m., per s.s. YOKOHAMA MARU.
Apr. 15th.—Europe via Siberia, at 11 a.m., per s.s. LUCHOW.
Apr. 16th.—Kuchino, Japan via Kobe, Victoria, Seattle, Tacoma, Vancouver and United Kingdom via Canada, at 11 a.m., per s.s. TAIHEIYUKU.
Apr. 17th.—Europe via Siberia, at 4 p.m., per s.s. KANCHO.
Apr. 20th.—Europe via Siberia, at 3 p.m., per s.s. LUCHOW.
Apr. 22nd.—Straits, Ceylon, Marseilles and United Kingdom, at 11 a.m., per s.s. YAKAMA MARU.
Apr. 23rd.—Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. MALTA.
Apr. 23rd.—Europe via Siberia, at 1 p.m., per s.s. YAKAMA MARU.
Apr. 23rd.—Shanghai, North China, Japan via Nagasaki, Victoria, B.C., and Tacoma and United Kingdom via Canada, at 1 p.m., per s.s. YAKAMA MARU.
Apr. 24th.—Philippine Islands, Japan, via Nagasaki, Honolulu, United States, South America, and Canada via San Francisco, and United Kingdom via Canada, at 9 a.m., per s.s. NIPPON MARU.
N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

NOTIFICATIONS

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Hongkong, 9th December, 1914. [57]



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Hongkong, 24th April, 1914. [51]

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TIME TABLE.

WEEK DAYS.
1.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " " 15 " "
12.45 p.m. to 1.15 " " 10 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 5.00 " " 15 " "
5.00 " " 8.10 " " 10 " "

NIGHT CARS.
8.50 p.m. and 9.50 p.m., 9.30 to 11.00 p.m.
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Every Quarter-Hour.

SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " " 15 " "
12.00 noon to 1.00 p.m. " " 10 " "
1.00 p.m. to 5.00 " " 15 " "
5.00 " " 6.00 " " 10 " "
6.00 " " 7.00 " " 15 " "
7.00 " " 8.10 " " 10 " "

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SUNDAYS.
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Hongkong 29th May, 1914. [467]

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excellent equipped Dining and First and Second Class Sleeping Cars, is operated between
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101	Harbin	Dairen	Monday	102	Dairen	Harbin	Tuesday
103	Harbin	Dairen	Wednesday	104	Dairen	Harbin	Thursday
105	Harbin	Dairen	Friday	106	Dairen	Harbin	Saturday
107	Harbin	Dairen	Sunday	108	Dairen	Harbin	Monday

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
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Every Information and Special Attention
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[31-3]

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[301]

THE JAPANESE PREMIER ON
PEACE.

ARMED PEACE THE ONLY WAY.

In a recent number of the *Shin Nippon*, Count Okuma has an article on diplomacy, in which he endeavours to show that diplomacy to be really effective must be backed up by force.

In the present condition of international political morality, says Count Okuma, "it must not be supposed that the claims of a country, however right and reasonable, will always be acquiesced in by the other party. Diplomacy, to be really effective and successful, must be backed up by sufficient national strength. Instances in support of this contention may be found in modern Japanese history. An incident that took place in 1861 shows how helpless was Japanese diplomacy at the time. In 1860 a Russian warship arrived at Tsushima and asked for the lease of a portion of the coast there, for no other reason than that the Russians wanted it. The Japanese authorities refused the demand. In March of the following year the Russian warship returned to Tsushima and landed men on Imosaki-ura, felled timber, and built a shed, and after doing this the Captain of the warship asked the Lord of Tsushima for the lease of the place he had occupied. The Japanese refused the demand, but the Russians failed to depart. The Daijio reported the matter to the Bakufu Government, which dispatched two officials to Tsushima and demanded that the Russians quit the place. The Russians, however, turned a deaf ear to the Japanese remonstrances. The Bakufu thereupon referred the matter to the British Minister, Sir Rutherford Alcock, and asked for his advice. Sir Rutherford at once visited the Russian Minister at Yedo in reference to the matter, but failed to obtain a satisfactory reply from him. Thereupon the British Minister, in conjunction with the French and American representatives, obtained a pledge from the Japanese authorities that Tsushima would not be leased to any foreign country. Fortunately, a British squadron arrived in Japan at the time, and the Russians, thinking discretion the better part of valour, weighed anchor and departed from the place of their temporary sojourn at Tsushima. It was explained by the Russian Minister that the Captain of the warship was responsible for what had been done, and that the Russian Government was in no way concerned in the matter. Japan had no other alternative but to accept the Minister's explanation as it was offered.

In these days, continues Count Okuma, Japan had no sufficient force to back up her diplomacy, and was practically at the mercy of any Power which chose to prefer a demand on her. With reference to the episode above related, the conflicting interest between Great Britain and Russia saved Japan from consequences of portentous dimensions which the incident might otherwise have assumed, including the possible occupation of Tsushima by Russia for ever. A single instance of the helpless nature of Japanese diplomacy in the early years of Meiji may be observed in Japan's agreement to give up to Russia the whole of Saghalien in exchange for the Kuriles. This question had been pending between Japan and Russia since 1855, and in 1875 Japan was finally forced to close the bargain in the fashion stated. As a matter of fact, however, both Saghalien and the Kuriles belonged to Japan, and, if the latter had been strong enough to resist Russia, she would never have yielded to Muscovite pressure and ceded Saghalien. As it was, the Japanese Government acted wisely, as a foolishly resistance to the Russian demand at the time might have brought disaster on Japan.

Count Okuma comes to the conclusion that the history of Japanese diplomacy throughout the greater part of the Meiji era was a series of helplessness, disgraceful humiliations, which left an indelible impression on the minds of the Japanese that their country's diplomacy, to be respected and effective, must be backed up by powerful force. International compacts are based on a similar principle. Unless Japan had been provided with sufficient force, the Anglo-Japanese Alliance would never have become a reality. It is only ten or fifteen years since Japanese diplomacy began to carry weight with foreign countries, and it began from the time that Western Powers commenced to recognise Japan's military strength.

THE HONGKONG VOLUNTEERS.

ORDERS BY LIEUT. COL. A. CHAPMAN, V.D. LEAVE.

- 1.—The undermentioned are granted leave of absence as follows:—
Surgeon Lieut. J. T. Smalley from 18th April, 1915, to 18th December, 1915.
Private A. J. Dennis from 29th April, 1915, to 8th June, 1915.
Private H. L. Dennis from 29th April, 1915, to 8th June, 1915.

WEEKLY REPORTS.

- 2.—The weekly state is required at the Orderly Room not later than 5 p.m. to-day (Thursday).

PARADES.

- 3.—Parades for to-day (Thursday).
5.00 p.m. Civil Service Co.—Table "C".
M.G. Course on Kennedy Road Range. Corpl. Grimes, R.N., will attend.
5.10 p.m. Centre Section M.G. Course Table "C". M.G. Course at Kowloon Docks. Launch leaves Statue Pier at 4.30 p.m.
5.15 p.m. No. 2 Section Artillery Battery—10 pdr. Gun Drill with mules at Headquarters. Right Section M.G. Co. and Signalling Section. Aiming Drill and Musketry Exercises at Headquarters.
Remainder: Nil.

DETAIL.

- 4.—On duty at Volunteer Headquarters until 7 a.m. on 17th inst.—H.K.V.R. G. E. STEWART, Capt. Adjutant, H.K.V.C.

New rubber trench-waders which have been supplied by a London firm of manufacturers are said to be warm and quite waterproof, and when rolled up they occupy a space of seven inches by three inches, the total weight being only 18 ounces.

MUD! MUD! MUD!
THE INCONCEIVABLE ELEMENT
IN FLANDERS.

ARMIES IN A BOG.

There it lies like the sea, incomprehensible to all who have not seen it, and felt it, and fought it; and mud that at home one can only think of as an inconvenience, but here become a factor, in a measure even a controlling factor, in this tremendous struggle.

The mud in which our men in the trenches in Flanders have endured and existed during the long dreary winter months is described in a graphic article in the *Morning Post*, written by a special correspondent who has just paid a visit to the firing line.

The sheer horror of the mud of Poland, he writes, made scores of Napoleon's veterans blow out their brains, and the influence of mud as a moral depressant can only be realised by those who have struggled for weeks and months with the clammy suction of its squid-like tentacles, not here and there down a lane or in a gateway, but along endless miles of road and over square miles of country.

A RETARDING ELEMENT.
The German attack has been spasmodic, and its every outburst has heightened the vital energies of its opponents, but the attack of the mud has been continuous, and every increase of its tenacity has lowered the vital resistance of the troops in its clutches. Fortunately, such an influence acts not on one side only; the Germans, just as much as we, perhaps even more so than we, are in its clutches, and we are for the moment considering the retarding effect of mud, not on one side or the other, but on the progress of the campaign.

On paper certain trenches, but a few yards apart, and with only some strands of barbed wire between them, look liable to be carried by a rush from either side. But the mere use of such a word as rush conveys of ignorance. One might as well tell a man to leap who was stuck in a bog hole.

"IMPOSSIBLE EVEN TO CRAWL."
It is not only physically impossible to rush, it would be impossible even to crawl; were a man to go upon his hands and knees he would sink so deep into the sludge that his limbs would be imprisoned. Progress can alone be made by laboriously lifting one foot after another, as one does when walking through deep snow, save that the mud is not only as deep as the snow, it is as glutinous as honey and as slippery as butter. Movement through it is not only extremely tedious; it is far from easy and most exhausting. In such mud as one finds in Flanders Nature has provided an impediment that outdoes man's device.

Trenches are continually being filled up in one way or another, by intent and by accident, in attack and for defence. Planks and brushwood, and barrels and piles are the normal use on both sides; anything, indeed, that will go into the trench and not disappear too quickly. But there is much else. Pick and spade, if dropped in the dark—and the dark is day in the trenches—are underfoot in a moment and seen no more.

When the assault is carried to the edge of a trench men are dragged down into the depth of it, and trampled at once into a platform from which a bayonet thrust may be delivered. The Germans used liberally to build revetments of their dead, to wedge them into the parapet, and roll them down the glacis, as one might roll a log, to increase the protection of an insufficient embankment.

There are many cases their dead have been lying for months, and the wonder is that their presence can be endured by the men who have to fight from behind them. It is indeed true that the effluvia is much less than might be expected; neither side seems to be incommoded to the extent that might be imagined; thought, of course, trenches have had to be abandoned for such a reason.

Still, considering the circumstances, it is astonishing that life can be endured, and even enjoyed, under the conditions that obtain along a considerable length of the front; though the first warm weather will certainly bring about a change. Mud may be antiseptic—is, indeed, in a measure—but hardly sufficient, one would think, to make possible these breastworks of human bodies, even allowing that the German is not particularly sensitive to olfactory impressions. Conceive, then, the article concludes, what is meant by the carriage of everything through those appalling miles of mud, when even to carry yourself through it is a very considerable exertion, and reflect with renewed knowledge on the meaning of the phrase—"There is no further progress to report at X."

ORIGIN OF MARINE
PHRASES.

Very few people know the origin of phrases which are used in the mercantile marine. How many, for instance, could explain what "dog watch" means? It is evidently a corruption of the "dog watch" instituted to insure—as every sailor knows—a change of the daily routine, and to prevent monotony and the same men being on watch at the same hours on each and every day. "Davy Jones," strangely enough, has nothing Celtic about it; the original was "Duffy Jones's locker." Duffy is a dachshund, a name in the West Indies for spirit or ghost, Jones evidently referring to the prophet. "Port" is a comparatively modern expression; we all remember "larboard" and "starboard." The French word "jour" day, is responsible for jury mast, which is, as everybody knows, rigged only temporarily in the hope that it may be only required for one day. The "sheet anchor" should really change its vowels, and be expressed as "shoot anchor," on account of its great weight, which aids it in cases of emergency. "Shots" out—Shipping Illustrated.

FUTURE OF EGYPT.
EDUCATION, FINANCE, AND
PUBLIC WORKS.

VIEWS OF THE SULTAN.

His Highness the Sultan of Egypt has been pleased to grant an interview to the special correspondent of *The Times* at Cairo, in which he discussed the general situation in Egypt, and he permitted the correspondent to communicate the following observations to *The Times*—

I have recently had leisure to visit many of the principal State educational establishments in Cairo, and I hope within a few days to have visited them all. The visits have given me equal interest and pleasure. I have been particularly struck with the liberal and progressive character of the teaching given in the school for Cadets, where the future judges of purely Moslem affairs receive, in addition to their necessary training in Islamic law, an instruction in modern sciences and history, which renders them capable of comprehending the needs and tendencies of the day.

What I have seen in this excellent school confirms my conviction that Islamic religious and legal education can only profit by the adoption of modern methods of education and of a modern curriculum. The school for Cadets has shown the way to older and more famous institutions such as the great Al Azhar University, which, however admirable, have not succeeded in avoiding an excessive scholasticism. The Al Azhar University needs reform to enable it to be worthy of its great past and to have a liberalising influence on the world of Islam. For it must not be forgotten that what is often called fanaticism is the offspring, not of religion, but of customs and routines based on ignorance.

NEED OF PRIMARY INSTRUCTION.
The excellent work done in other schools, such as the Normal School and the Saniya Girls' School, has afforded me much satisfaction, and I hope that it may be possible in the not very distant future to extend the advantages of universal primary instruction throughout Egypt. Primary instruction which will not prevent the field worker from remaining faithful to his plough and his blue gallabiyah will be of the greatest benefit to the country. We must certainly encourage higher instruction, which is necessary and is already giving good results. But it is not to be doubted that, without the indispensable education which must precede it, it produces *des déclassés*—an intellectual proletariat out of touch with the agricultural life of the majority of the nation. This organisation of primary instruction will require time, but I hope that we shall be able to make valuable progress with the aid of the Provincial Councils.

This, however, is largely a question of finance, and financial problems are, perhaps, the most important of those which my country must face in the present juncture. At present, while this unhappy war lasts, public and private retrenchment and thrift are the order of the day, and rightly so; but I trust that with the close of hostilities it will be possible to continue the programme of public works which has been temporarily interrupted. It is only through the execution of this programme, drawn up by Sir Murdoch Macdonald, and admirably explained to me by him, that we can put an end to the long crisis and regain prosperity by increasing the productive power of agriculture and diminishing the heavy debt charge which weighs upon the people.

WHITE NILE BARRAGE.
The principal feature of the programme, which will cost £32,500,000, and for the carrying out of which many years will be required, is the White Nile barrage, which will cost only £1,025,000, and which will have an enormous effect on the economic situation. I cannot exaggerate the value of this great work, which will be even more important than the Assuan Dam, and will, at the same time, be our one safeguard against the danger of an excessively high Nile. We must agree to every sacrifice on behalf of its completion at the earliest possible date.

The rapid recovery of Egypt from the effects of the war will then, please God, be certain. These effects will be less considerable than in those countries more directly implicated in the conflict, but the rash action of the Turks has resulted in economic loss and fear of loss. That the moral disturbance thus caused has been relatively small is due to the firm but conciliatory attitude of the British military authorities, especially Sir John Maxwell. Thanks to his knowledge of Egypt, his great personal popularity with the Egyptians, and his tact, he has been able to enforce martial law, with all its civil and military responsibilities, for three months without the least interference with the normal life of the country. His selection for the command of Egypt has indeed been a happy choice for the Egyptians. I cannot sufficiently express my personal appreciation of his action in this difficult period.

THE "QUEEN ELIZABETH'S"
GUNS.The battleship *Queen Elizabeth*, which is playing such a conspicuous and effective part in demolishing the forts at the Dardanelles, is oil-driven and has eight 15-inch guns, the most formidable weapon afloat. So much interest is being evinced in the vessel, which is the name ship of a class of five, and only recently completed her official trials, that it will be worth while to reproduce some remarks with regard to the class made by the First Lord of the Admiralty in the House of Commons after the *Queen Elizabeth* had been commenced at Portsmouth. "We laid it down," Mr. Churchill said, "as a principle that the most expensive ship in the world ought also to be for all purposes the strongest. We have therefore designed a ship, not indeed so fast as our latest battleships, but possessing speed sufficient to overtake and manoeuvre against any little fleet that can be afloat in the next few years, and which, in addition to this speed, possesses heavier armament, and better protection than any battleship yet designed. The cost of this vessel, after making allowance for the rise in prices, is slightly less than the cost of the last battle cruiser, the *Tiger*, though more, of course, than that of any of the previous battleships." Referring to the 15-inch gun, Mr. Churchill said: "Its power may be measured by the fact that, whereas the 12.5 inch gun hurls a 1,400 lb. projectile, a 15-inch gun discharges a projectile of nearly a ton in weight, and can hurl this immense mass of metal 10 or 12 miles."

A fall of nearly 22 per cent. is reported in certain classes of wheat at Karachi in consequence of the recent announcement of the Indian Government's action prohibiting wheat exports.

INTIMATIONS

JUST LANDED:

"HIRANO MINERAL
WATER"

IN QUARTS, PINTS AND SPLITS.

Bottled by the

IMPERIAL MINERAL WATER CO.,
LTD., OSAKA.By appointment to the Imperial Household
of Japan, Officially Recommended by the
Medical Colleges of the Imperial Universities
of Tokyo and Kyoto.

(SAMPLES FREE).

SOLE AGENTS:

CALDBECK,

MACGREGOR & CO.

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

[428]

A NEW PAINT FOR THE EAST.

"CYGNITE"

(Registered).

"CYGNITE" is a new white paint
ready for the brush specially prepared for
Tropical climates.It is common knowledge among users
of White Leads and Zincs that they will
not stand outside exposure in hot climates."CYGNITE" does not assume the
glassy condition of White Zinc or the
powdering off effect of White Lead."CYGNITE" is ideal for Household
or Hospital, Yacht or Bungalow decoration.Stocked by the manufacturers in
handy pots of 7 lbs. net.WILKINSON,
HEYWOOD &
CLARK LD.

(HONGKONG BRANCH),

ALEXANDRA BUILDING.

Telephones: 763.

[106-1]

ASAHI BEER.

THE DAI NIPPON BREWERY



& CO. TOKYO, JAPAN.

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU BUSSAN KAISHA.

HONGKONG.

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AUCTION.

G. R.
PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 19th day of April, 1915, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Star Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Boundary Measurements.	Contents in feet and inches (about)	Upst. Price.
Lot 1111	100 feet by 100 feet	10,000 (about)	1,800
Lot 1112	100 feet by 100 feet	10,000 (about)	1,800

Hongkong, 12th April, 1915.

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INTIMATIONS

FROM MONDAY, THE 12TH INST.

LADIES'

Up-to-date Ready-Made

BLOUSES
CLEARANCE SALE
FOR ONE WEEK ONLY

KOMOR & KOMOR.

Des Vaux Road,
Alexandra Buildings.

Hongkong, 10th April, 1915.

[410]

YOKOHAMA.

BLUFF HOTEL.

No. 2, BLUFF.

HEALTHY LOCATION AND
BEAUTIFUL VIEW.

EXCELLENT CUISINE AND HOME
COMFORT.
MODERATE TERMS.

[245]

FOR SALE.

ALL kinds of
FOREIGN POSTAGE STAMPS,
ALBUMS,
and other
PHILATELIC GOODS,
at Prices to suit any Buyers.
GRACA & CO.
[Caine Road, No. 11A.]
Hongkong, 1st April, 1915.

[485]

NEW CARTRIDGES.

BY popular English Manufacturers
in all Bore and Sizes.
**SMOKELESS POWDER and CHILLED
SHOT.** From No. 10 to 5586, at 36, 37 and
37.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915.

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YEW LEE.

AN CHEONG AND L. HANSEN.

**STEVEDORES, SHIP-CHANDLERS
and COMPRADORES.**
16, LAN YUK STREET, WEST.
Telephone No. 1230.
Hongkong, 27th October, 1914.

[104]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

**FURNITURE and PHOTO GOODS
STORE.**
Photographic Goods of Every Description
in Stock

Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1219
Hongkong, 4th February, 1915.

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ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1914.

REVISED BY THE MEMBERS.

PRICE 25.

DAILY PRESS OFFICE
Hongkong, 25th February, 1915

MISSION OF THE "PAKLAT".
PROCEEDINGS IN PRIZE.

Argument was continued at the Supreme Court yesterday before the Chief Justice (Sir Wm. Rees Davies, K.C.), sitting in Prize, in the case in which the Crown apply for the condemnation of the German steamer *Paklat*, which was captured in August last by a British man-of-war while on her way from Tsingtau to Tientsin.

The Attorney-General (Hon. Mr. J. H. Kemp) was for the Crown, and Mr. Eldon Potter (instructed by Mr. W. E. L. Shenton) was for the owners of the *Paklat*.

The Attorney-General said his lordship would remember that amongst the submissions he originally made was that the vessel did not come within the immunity granted ships engaged on scientific, religious, and philanthropic missions. He would refer his lordship to the report of the Committee of the Hague Convention on this point, and he thought this document disposed of the whole case. The view expressed in the report was that "it did not seem necessary to recall in the wording of the Article the conditions under which the privilege of immunity could be granted. It is obvious that such a favour can only be granted under the condition that there is no immixtion in the war operations. In order to avoid all difficulties, the Power whose ship in question bears the colours must refrain from using her in any war service." The favour granted to the said ship bestows upon her a sort of neutralisation which must last until the end of (all) hostilities, and which must prevent her from having her destination altered. Clearly, said the Attorney-General, that would make the case of the *Paklat* one not immune from capture, because the *Paklat* had participated in the operations of war. By taking away these refugees from the port the vessel had produced a favourable effect on the defence of the port.

Mr. Potter said there were certain points that, in fairness, he ought to put before the Court. It was not, he thought, contradicted, that the *Paklat* was bound for Tientsin to be there interned and used as a residence for destitute refugees, and it was also on affidavit that the ship left Tsingtau with the express object of conveying women and children from Tsingtau. The nationality of the passengers was not material, so long as they were Europeans. No payment was received from passengers, and the ship was to be used as a means of transit additional to the railway running from Tsingtau to other parts of China. It was obvious that at such a time the railway service would be disjoined, and it was desirable that refugees should have some other means of egress from Tsingtau. There was also the point that at the time the vessel left Tsingtau there was no blockade of the port. He did not think the point could be easily disputed, and he thought it was well covered by Mr. Justice Compere's judgment in *re Hananetel*. There being no blockade, it would be open to any neutral vessel to proceed to the port of Tsingtau and depart therefrom, taking any people—German or any other nationality—and convey them to any part of the world, provided, of course, that the people were not members of the armed forces of the German Government. The taking away of women and children would undoubtedly not be a breach of neutrality: it would be the exercise by a neutral of a right that a neutral has. The importance of this point would be appreciated by reference to the Committee's report. He did not agree with the Attorney-General that this document concluded the case. The construction he put upon certain parts was not that laid down by the Crown.

Quoting from a part of the report, "in order to avoid difficulties the Power whose ship in question bears the colours must refrain from using her in any war service." Mr. Potter said it was obvious from that that the ship which was being used must bear the colours of the country to which it belonged. In this case the ship ought to have carried German colours, and it was not disputed that she did. It seemed to him from the Report that when on a religious, philanthropic, or scientific expedition, the ship had to be treated as a neutral ship. It seemed to him that the German Government at Tsingtau must have had this very Article in their minds, because they certainly imagined, rightly or wrongly, that this ship was entitled to immunity, otherwise they would never have given instructions to the Captain to fly

the German flag and to keep his lights on at night. There was no attempt at concealment. Not only was the conveyance of refugees from Tsingtau to Tientsin a philanthropic mission, but the real philanthropic mission was the detention of the ship at Tientsin and the use of the ship there as a home for refugees. The mission was as entirely disconnected from warlike operations as the action of the Chinese railway authorities in conveying refugees from Tsingtau prior to the attack on the port.

His lordship said this is a German ship, and the railway belongs to Chinese, who are neutral.

Mr. Potter—Yes, my lord, but the point I want to make is that if a neutral ship intermeddles in any way in the war she is liable to be treated as an enemy ship. The Attorney-General said his friend's arguments were based on an inherent fallacy. His argument was that an enemy ship which performed a philanthropic mission was on exactly the same footing as a neutral ship. The fact that she was carrying on a philanthropic mission, and relying upon immunity through such, threw upon her the obligation of acting in such a manner that she must confine her activities entirely to the non-hostile purposes of the mission. He submitted that the fact that she was on a philanthropic mission did not confer on her the immunities accorded a neutral ship. His friend assumed that the neutralisation imposed upon the *Paklat* was the same as on a neutral ship, but that was a fallacy. In answer to his lordship, Mr. Potter said that in view of possible appeal to the Privy Council, and of the possibility of the matter being dealt with diplomatically, he would prefer that his lordship's finding should be on paper.

His lordship said he would give his decision in writing at 10.15 this morning.

GARMENTS FOR TROOPS AND REFUGEES.

FURTHER ACKNOWLEDGEMENTS OF HONGKONG GIFTS.

The following letter has been received in answer to a parcel despatched in December last containing 102 garments, amongst which were the winter costumes, etc., kindly given by Madame Fint:—
116, Murray Street, Hoxton, N. March 6th.

DEAR LADY MAY.—The second parcel has just arrived bringing the things which you and the ladies of Hongkong have kindly placed at our disposal. Messrs. Shewan, Tomes have been so very thoughtful, unpacking the cases and sending the things to us in parcels, as our house here is so tiny. The things from the first case have been so much appreciated, the warm socks and things have gone to the husbands of our women, either at the front at present, or home wounded or on sick leave—one splendid fellow has been invalided home the second time for rheumatism—they were over 48 hours up their waists in water in the trenches; the first time he was wounded in the foot during the retreat from Mons, and was for over 3 days fighting and holding their ground, and then retreating and had only a few apples to eat—though their knapsacks contained lots of food they could not have time to get at them.

We have kept a good many of the warm petticoats and night-dresses for our sick women and children—they get such bad attacks of bronchitis and pneumonia. Some of the bed jackets we sent to the Chest Hospital as they were needing them, and it is a very poorly endowed hospital and they are so good taking in any of our people they can.

We also sent some flannel garments to the St. Joseph's Hospice—the Sisters help us all they can and are so good in looking after cases we can't get hold of any other way. We also sent some of the smaller pairs of socks to the V.A.D. hospital at Hurler, where they are nursing some of the men from the front and were in need of smaller socks than had been sent there.

A parcel of children's things was sent to Miss Douglas, of the Children's Aid Society, who has sent quite a number of our G. S. F. A. children away for several months at a time for a change. She was most grateful. I enclose a pamphlet. If there are any more children's things I am sure she would be most grateful for them. We are giving a number of men's things to Miss Tucker, of the Soldiers' and Sailors' Help Society, for the discharged and invalid soldiers—they are doing so much good in that way—and any further men's things will be so useful to that Society, as there will, alas! be so many needing their care in these months to come.

The babies' things are a huge joy to us—there are so many "war babies" and they grow so quickly, we can always do with so many little garments and bonnets and cloaks and boots for them.

With kindest regards and very many thanks again to you and all the other ladies—I do wish you could come and see for yourselves the pleasure your gifts have given.—Yours sincerely,
H. LLOYD THOMAS,
Vice-President S.S.F.A.,
Hoxton Branch.

Extract from a letter from Sister Ignatius, St. Joseph's Hospice, to Miss Lloyd Thomas:—
"Thank you so very much for the parcel of lovely things—they are real treasure—I have never had such good clothes to give away. It will be a treat for the people who will get them—they will be given to special deserving cases only."

Extract from a letter from the Organising Secretary, Ministering League, in answer to a parcel despatched on November 25th last containing 239 garments:—
"DEAR LADY MAY.—Lady Meath is at San Remo and asked me to write directly the things you all sent for the Belgians arrived. They have been unpacked and sent on and we were amazed at the quantity and good quality of your kind gift."

PARIS FASHIONS.

[FROM A PARIS CORRESPONDENT.]

Though most of the shops in town are making quite a gay display of colours just now, both old and new, there can be no doubt that two colours will be pre-eminent during the spring months, more especially for outdoor wear. The first of these is our old friend, navy blue, a colour that is extremely difficult to beat, both for smartness and utility. This is shown in serge, cloth, gabardine, suiting and silk, and will be used for coats, costumes, gowns, blouses, and millinery. The second shade which promises to be extremely popular during the coming spring is a new tone known as "sand colour" or "desert brown." Though much lighter in tone than navy blue, this sand colour is exceedingly practical in wear, for it does not show dust, and is not easily soiled or stained, in addition to which it is charmingly spring-like in effect. Though shown in many shades, it is at its best, perhaps, in fine, faced cloth, in gabardine, or in covert cloth, in the last of which it is considered particularly smart.

Many of the new garments show charming little touches which are both original and effective. For instance, some of the new gowns intended for afternoon and evening wear are made with very broad and only slightly draped girdles, which are tied with a bow at the neck; from this bow hang three long cords, each of which is trimmed with a large pink rose. Quite a number of the new corsets and gowns show no buttons whatever, their fastening consisting of laces or ribbons threaded through embroidered eyelet holes and tied in a smart bow at the bottom. These are pretty new ideas.

White will be very popular this spring and summer in all kinds of charming washing materials. The prevalence of almost universal mourning doubtless accounts for the choice of white toilettes relieved with touches of black work at weddings and other functions. But even those not in mourning will choose white gowns as the summer comes on. White duvetyne is a favourite material for children's outdoor coats, and for girls in their early teens it makes ideal coats and skirts, especially when worn with white furs. The full skirts and the amount of knitting done may account for the return of the pocket, sometimes useful in size and shape, but not uncommonly merely an adornment. Those placed below the waist on fashionable waistscoats belong to the latter category, but they add a charm to this popular accessory. These soon above the waist are sufficiently large to take a handkerchief, or a small purse. On the new skirts the pockets are often exceedingly quaint, and very cleverly contrived with regard to their position.

Bodices will be arranged this spring with sleeves of a contrasting colour, giving waistcoat effects. The collar is the chief novel feature in this season's shirts and blouses.

LUTHERA.

THE PHILIPPINE SUGAR INDUSTRY.

GOVERNMENT FINANCIAL AID.

The Legislature of the Philippines has recently resolved to set aside two million pesos for the establishment of a number of "Sugar Centrals." The Vice-Governor of the Islands, in an interview, said he saw a splendid prospect ahead in the Philippines for the establishment of a number of sugar centrals and he would be much surprised if within the next few months there were not a number of them already under construction. The first meeting of the new Sugar Central Board was held in Manila last week and on the motion of Major Anderson the board decided to ask the Bureau of Agriculture to prepare a map of the Philippine Islands showing the sugar producing areas together with the approximate tonnage produced therein, and also to give information as to the existing centrals and mills of all classes now in operation on the various areas covered so that the board may be able to study intelligently the various localities.

A letter was read from Lawrence, Ross & Black stating that one of their clients was in the local field to install a central at Lagonoy, Camarines, with a capital of three million pesos and asking that the Government should assist by supplying one half of this capital. The proposed central will have a capacity of 1,200 tons a day and will mill all the sugar cane of the Lagonoy district, and that contracts to do so had already been signed with the sugar raisers of that district.

A telegram was received from Sr. Montilla of Negros stating that the owners of sugar land in his section had already decided to combine for the purpose of erecting a central and that they represented 4,000 hectares of sugar land.

An Iloilo dispatch says:—
As a result of the serious economic conditions confronting the hacenderos in the sugar producing provinces of Panay and Negros, a popular mass meeting has been called by the Iloilo Board of Trade with a view toward securing the assistance of the insular government to provide emergency funds to tide the sugar growers over the abnormal conditions confronting them. With their sugar warehouses filled to overflowing with last year's crop, and an exceptionally large acreage planned for the present year, a woeful lack of transportation and insufficient funds to handle the situation, the hacenderos and sugar dealers are in a critical plight. Strong efforts on the part of the local Press, the Board of Trade, and individuals will be made to secure the assistance of the Government. An earnest appeal will be made to Governor General Harrison, urging prompt action toward providing financial assistance. The Agricultural Bank is without funds, and unless some form of relief is provided it is felt that serious losses will result.

INTIMATIONS

**LANE,
CRAWFORD & Co.**

(TELEPHONE 1741)

JUST RECEIVED:

CASEMENT CLOTHS

IN A VARIETY OF SHADES.

CRETONNES

AND

T AFFETAS

LINENS,

SHEETINGS,

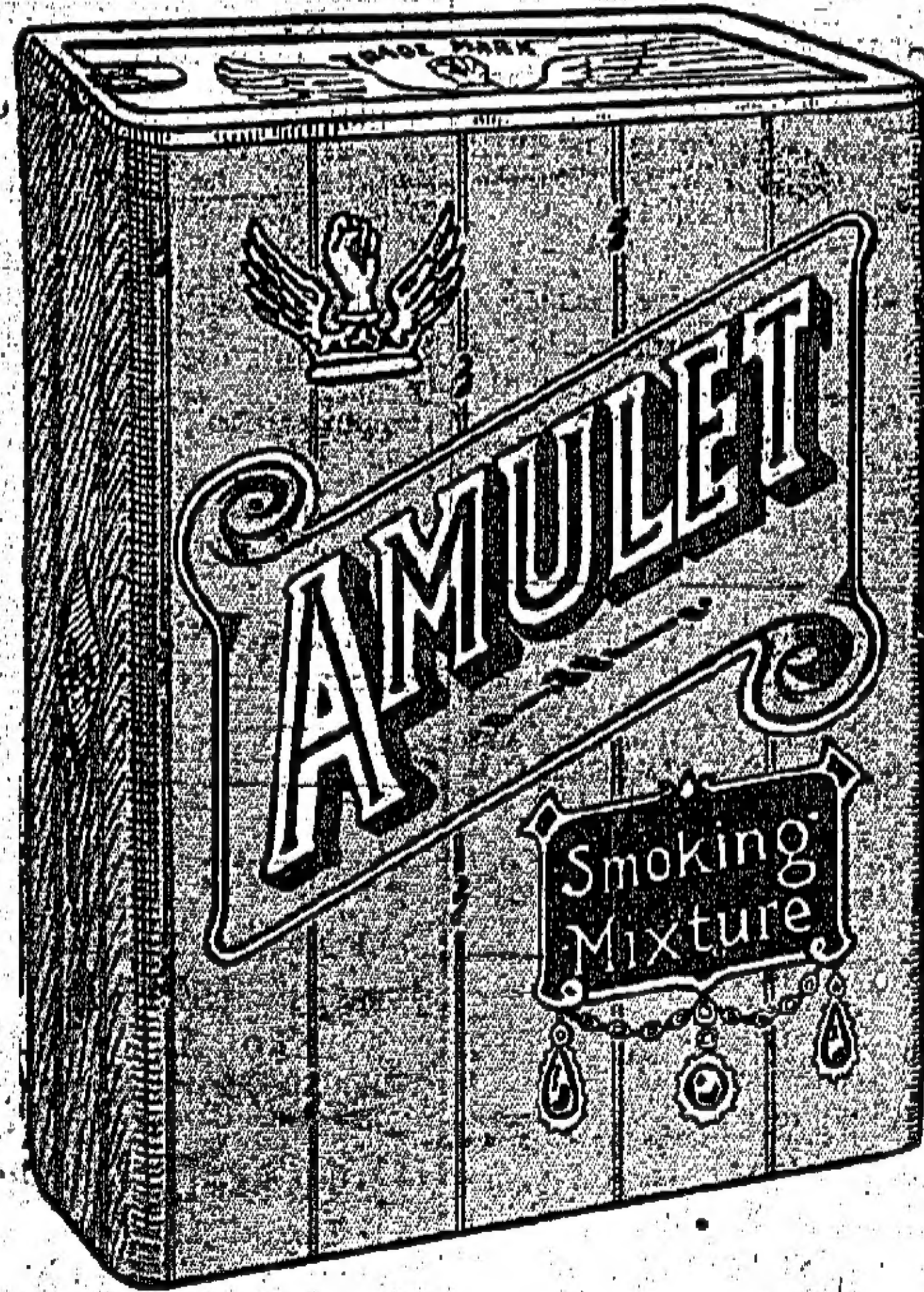
TISSUES.

WIDE RANGE OF BORDERS TO MATCH.

PATTERN BOOK ON APPLICATION.

LANE, CRAWFORD & CO.

[122]



"AMULET" Tobacco is a delightfully cool smoke for this hot and damp weather.

In each 4lb. tin there is a small BRIAR PIPE.

\$1.10 per 4lb. tin.

SOLD BY— HONGKONG CHINESE STORE,
A. S. WATSON & Co., LTD.,
KELLY & WALSH, LTD.,
LANE, CRAWFORD & Co.,
VICTORIA DISPENSARY.

Hongkong, 15th April, 1915.

[497]

SOLIGNUM

FOR

WOOD WORK, BRICK WORK,
ETC.

Absolute death to the White Ant.

Manufactured by

MAJOR & Co., HULL.

Supplied in

BROWN, RED AND GREEN COLOURS

OF VARIOUS SHADES.

Sole Agents—

THE CHINA IMPORT AND
EXPORT LUMBER Co., LTD.

Telephone 1710.

Hongkong, 21st January, 1915.

[192]

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST.

By CHAS. J. HALOOMBEE.

Formerly of the Imperial Chinese Customs
Service, Author of "The Mystic
Flower Land," etc.

THE VOLUME, which consists of 424
Pages, and includes a Sketch Plan
of historical interest showing the disposi-
tion of the Forces at the battle of Kwellin,
is dedicated to Sir ROBERT HART,
G.O.M.G., and Dr. A. RENZI.
Its description of Chinese Social
Customs and Superstitions, combined
with the insight it gives into political
conditions in China, makes "CHILDREN
OF FAR CATHAY" an excellent volume for
presentation to friends at home.

PRICE \$2.50.

To be obtained from Messrs. KELLY &
WALSH, LTD., Messrs. BROWN & Co., or
from the Printers and Publishers, the
"HONGKONG DAILY PRESS" Office.

NEW ADVERTISEMENTS

NOTICE

WE HAVE This Day Opened an Office and Show Room in the Hongkong Hotel Building, Pender Street, with a Staff of Salesmen and Mechanics attending exclusively to the Sale and Repair of REMINGTON TYPEWRITERS.

MUSTARD & COMPANY,
Sole Distributors for Hongkong, China and Macao.
REMINGTON TYPEWRITER CO. (Incorporated),
Hongkong, 15th April, 1915. [498]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE

THE ANNUAL GENERAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on MONDAY, the 28th April, 1915, at 4 o'clock P.M. precisely, in the OLD CHAMBER OF COMMERCE ROOM (CITY HALL), for the following purposes:—

- (1) To receive the Report and Accounts of the Committee for the year ended 31st December, 1914.
- (2) To elect a new Committee.
- (3) To transact any General Business.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, 16th April, 1915. [499]

HONGKONG GYMKHANA CLUB.

THE FIRST GYMKHANA MEETING of the Season will be held at HAPPY VALLEY on SATURDAY, the 17th April, 1915, commencing at 3.00 P.M.
The Charge of Admission will be \$1 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.
Soldiers and Sailors in uniform Half-Price.
The Committee invite the Ladies of Hongkong to be present.
Hongkong, 16th April, 1915. [500]

TO LET

A HOUSE in TORRES BUILDINGS, Kimberley Road, Kowloon.
Apply to—
SPANISH DOMINICAN PROSECUTOR,
Hongkong, 16th April, 1915. [501]

LECTURE IN AID OF THE PRINCE OF WALES' FUND.

SIR CHARLES ELIOT, K.C.M.G., has kindly consented to deliver a Lecture, in aid of the above Fund, entitled,
"THE EASTERN THEATRE OF THE WAR: SOME RECOLLECTIONS OF AN EX-DIPLOMATIST."

At
ST. ANDREW'S HALL, CITY HALL,
ON FRIDAY, the 16th APRIL, at 5.15 P.M.
His Excellency the Governor will take the Chair.
Tickets, Price One Dollar, may be obtained from Messrs. MOUTRIE & Co.
Hongkong, 9th April, 1915.

NOTICE

WE HAVE This Day been appointed Sole Agents for Hongkong and China by the TATA IRON & STEEL CO., and are prepared to quote for Pig Iron and other Iron and Steel products.
SHEWAN, TOMES & Co.
Hongkong, 12th April, 1915. [491]

NOTICE

ALL Persons applying to the PROVOST MARSHAL for Passes are requested to return to apply between the hours of 9 A.M. to 1 P.M. and 2 to 4 P.M. daily.
Hongkong, 18th February, 1915. [292]

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE

NOTICE IS HEREBY GIVEN that in respect of all SEASON TICKETS available for Three Months issued on and after 1st May, next, the respective Prices will be as follows:—

Gentlemen ... \$36.00
Ladies ... \$18.00
Children ... \$12.00

and that the Price of Servants' Punch Tickets available for 20 Rides will be \$1.50.
Season Tickets expiring in April can be extended to April 30th, on same terms *pro rata* as now in force, but no three-monthly Season Tickets and no Annual Tickets will be issued in April.

Notice is further given that on and after 1st May next, daily return Tickets and Annual Tickets will be abolished.

By Order of the Directors,
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1915. [494]

HONGKONG JOCKEY CLUB.

NOTICE

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 24th April, 1915, at 12.30 P.M., at the Offices of the HONGKONG JOCKEY CLUB, on the Ground Floor of the HONGKONG CLUB ANNEX, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 16th April, 1915. [493]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SECOND ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on FRIDAY, the 23rd April, 1915, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1914, and of declaring Dividends, &c.
The TRANSFER BOOKS of the Society will be CLOSED from 13th April to the 23rd April, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 9th April, 1915. [484]

CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-NINTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 3, Queen's Buildings, Hongkong, on FRIDAY, the 23rd April, 1915, at 12.15 P.M. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1914, and of declaring Dividends, &c.
The TRANSFER BOOKS of the Company will be CLOSED from 13th April to the 23rd April, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 9th April, 1915. [485]

THE CHINA-BORNEO CO. LIMITED

NOTICE TO SHAREHOLDERS.

THE TWELFTH YEARLY MEETING of the SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at Noon on FRIDAY, the 30th April, 1915, to receive a Statement of Accounts to 31st December, 1914, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.
The TRANSFER BOOKS of the Company will be CLOSED from the 18th April to the 30th April, 1915, both days inclusive.
THE CHINA-BORNEO CO., LTD.,
W. G. DARBY,
General Manager.
Hongkong, 13th April, 1915. [494]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATES Nos. 2410/2411, 2412, 2413, and 2414, and 2415/2416, 2417, 2418, and 2419, 2420/2421, 2422, 2423, and 2424, 2425/2426, 2427, 2428, and 2429, 2430/2431, 2432, 2433, and 2434, 2435/2436, 2437, 2438, and 2439, 2440/2441, 2442, 2443, and 2444, 2445/2446, 2447, 2448, and 2449, 2450/2451, 2452, 2453, and 2454, 2455/2456, 2457, 2458, and 2459, 2460/2461, 2462, 2463, and 2464, 2465/2466, 2467, 2468, and 2469, 2470/2471, 2472, 2473, and 2474, 2475/2476, 2477, 2478, and 2479, 2480/2481, 2482, 2483, and 2484, 2485/2486, 2487, 2488, and 2489, 2490/2491, 2492, 2493, and 2494, 2495/2496, 2497, 2498, and 2499, 2500/2501, 2502, 2503, and 2504, 2505/2506, 2507, 2508, and 2509, 2510/2511, 2512, 2513, and 2514, 2515/2516, 2517, 2518, and 2519, 2520/2521, 2522, 2523, and 2524, 2525/2526, 2527, 2528, and 2529, 2530/2531, 2532, 2533, and 2534, 2535/2536, 2537, 2538, and 2539, 2540/2541, 2542, 2543, and 2544, 2545/2546, 2547, 2548, and 2549, 2550/2551, 2552, 2553, and 2554, 2555/2556, 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THE WAR.

MOMENTOUS BATTLE IN CARPATHIANS.

KAISER SAID TO BE COMMANDING ENEMY FORCES.

ECONOMIC CONDITION OF RUSSIA.

MINISTER'S ROSY PICTURE.

UNITED STATES AND GERMANY.

DENUNCIATION OF COUNT BERNSTORFF.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE GREAT BATTLE IN THE CARPATHIANS.

GERMAN GENERAL STAFF TAKES OVER ITS DIRECTION.

KAISER SAID TO BE PERSONALLY COMMANDING.

PETROGRAD, April 13th.

The German General Staff have taken over the direction of the battle in the Carpathians, and it is believed that the Kaiser is personally commanding from the rear of the Austro-German lines.

Five independent Austrian armies are operating against the Russians who are more and more threatening the Hungarian plains.

An official communiqué says the battle in the Carpathians, between the directions of Bartfeld and Stry, has developed into one of great intensity.

On the 11th and 12th inst. the Russians progressed along both banks of the Ondava and, after a most desperate battle, captured three villages in the direction of Uzok Pass, taking 2,700 prisoners and 20 machine-guns.

The enemy, in great strength, delivered impetuous attacks on the heights of Kozoukva and south of Volossate, but were repulsed with enormous loss.

The enemy in Bukovina, on an extensive front in the direction of Zaleschiki, made furious attacks on Saturday night in torrential rain and impenetrable darkness. Our infantry received them with the bayonet and repulsed them.

Several German attacks west of the Niemen have also been repulsed.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

SUCCESSFUL BRITISH MINE-WORK.

LONDON, April 13th.

Field-Marshal Sir John French, in a Bulletin, says that the situation is unchanged. The British have performed some successful mine-work in the region of Armentieres, but the enemy's attempts were abortive.

MINE WARFARE IN ARGONNE.

PARIS, April 13th.
4.40 p.m.

To-day's communiqué says:—There has been some cannonading from the sea to the Aisne.

We captured a trench to the east of Berry-au-Bac.

Mine warfare continues in Argonne.

The day has been comparatively quiet between the Meuse and the Moselle. We have at several points come into contact with the enemy's entanglements.

PARIS, April 14th.
12.55 a.m.

The evening communiqué says:—The day has been quiet along the whole front.

We consolidated the various positions won at various points last week.

Aeroplanes successfully bombarded military sheds at Vigneulles, and scattered a battalion on the march.

GERMAN MASSED ATTACKS ON FRENCH.

CUT DOWN BY MACHINE-GUN AND ARTILLERY FIRE.

PARIS, April 13th.

The official Eyo-witness describes the German attempt to recapture a redoubt at Beausjour. "After a violent bombardment our look-outs reported a massing of Germans. Soon our machine-guns were sweeping the attacking force, composed of volunteers from all the German Regiments along this front. Our artillery also immediately came into action. Few Germans regained their own trenches."

The Germans, in another attack, lost most heavily, but got a footing in an advance trench. The French immediately counter-attacked, but the enemy, with difficulty, held the trench the night long. Nevertheless, German fresh rushes were broken by artillery and rifle fire. The Germans had crushed 400 men into a narrow space, and our heavy guns smothered them. The infantry charged, and only ten Germans escaped. Our losses throughout were of the smallest. The German failure will complete the demoralisation of troops who have been already convinced of our superiority.

FURIOUS STREET FIGHTING.

HOW THE FRENCH TOOK A VILLAGE.

PARIS, April 13th.

Details are published of the capture of the village of Gussainville, between the Meuse and the Moselle, on the afternoon of the 4th inst. Without warning the French artillery opened fire on the enemy's positions in and around the hamlet. A company of Infantry in two successive bounds drove the Germans from their trenches to the village.

Another Company vigorously attacked the flank, and reached the middle of the village. An anxious moment followed when the German reserve company came to the assistance of a detachment that was surrounded in the village, and attempted an enveloping movement. The enemy, in houses, resisted desperately. It was imperative to finish them before fresh reinforcements arrived, and an officer, at the head of 30 men, led an assault. They were twice obliged to throw themselves flat on the ground to avoid a murderous hail of bullets from quick-firers, before, in a magnificent spurt, they captured the first house. Encouraged by this success, other sections that were brought up completed the work, capturing the houses. There were furious hand-to-hand struggles, but by night-fall the whole village was captured.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

"WAYFARER" DOCKED.

LONDON, April 13th.

The *Wayfarer* has been docked at Queenstown.

The crew of the *Wayfarer* state that they had just dined, at about 100 miles off the Scilly Isles, when a terrible explosion occurred in the hold. All the boats were speedily launched, and the crew rowed for two hours in a heavy sea.

Seven of the *Wayfarer's* men perished.

OUTRAGE BY SUBMARINE CREW.

FRENCH FLAG TORN TO PIECES.

SUBMARINE CREW DEMANDS MONEY.

LONDON, April 13th.

The crew of the French steamer *Frederic Franck*, which was torpedoed off Start Point and towed into Plymouth, state that the Commander of the *U-24*, when he boarded the steamer, demanded money. On refusal, his crew ransacked the vessel, seizing the provisions. The Commander examined the ship's papers and then threw them into the sea, hauled down the French flag, and tore it to pieces. Three bombs were then fixed in the vessel, and the submarine departed. Only two of the bombs exploded.

ANOTHER "SCRAP OF PAPER."

LONDON, April 13th.

The Captain of the torpedoed ship *Harpalyce* publishes a certificate from the German Minister at The Hague guaranteeing the safe conduct of the vessel.

TURKISH CAMP BOMBARDED.

PARIS, April 13th.

A communiqué says that the battleship *St. Louis*, with seaplanes, bombarded an important Turkish camp in the neighbourhood of Gaza.

GENERAL.

[THROUGH REUTER'S AGENCY.]

BRITISH WAR FINANCES.

A MOST IMPORTANT DEPARTURE.

LONDON, April 14th.

The *Gazette* announces that from the 14th inst. Treasury Bills for three, six, or nine months will be issued at fixed rates of discount.

Financial writers state that this means a practically unlimited issue of Bills, and is a most important departure in financing the war. It should provide the Government with all the necessary resources for a considerable time. Therefore, an early issue of a new War Loan is improbable.

BRITISH TREASURY PILLS.

LONDON, April 13th.

Tenders for £15,000,000 British Treasury Bills, at six months, totalled £44,310,000, at an average rate of interest of 2 1/4 per cent. Tenders at 2 1/2 per cent. were allotted 64 per cent.

A ROSY PICTURE.

FINANCIAL AND ECONOMIC CONDITION OF RUSSIA.

LONDON, April 13th.

The Russian Minister of Finance, interviewed, gave a rosy picture of the financial and economic condition of Russia. He said that the people do not feel privations from the war owing to the Government allowance to the families of soldiers, which is greater than the soldiers' wages. Consequently many look upon the war as a peculiar Godsend, and are putting money into their pockets. The prohibition of vodka had also helped to promote the prosperity. Money which was formerly wasted on drink is now being either spent on the necessities of life or saved. The savings deposits increased by 100 per cent. An abundance of grain was available, which should command a good price when the foreign markets were opened, as they were shortly expected to be.

The Minister explained that the recent increase of 30 per cent. on Customs duties was intended partly to replace the loss of revenue due to the prohibition of vodka. He did not believe the increase of duty would interfere with foreign trade. On the contrary, he expected an important development in this quarter, which would replace that formerly in German hands.

BIPLANE BROUGHT DOWN IN HOLLAND.

AMSTERDAM, April 13th.

The *Telegraaf* reports that a biplane, believed to be German, has been brought down by rifle fire while flying over the district of Goes. The two aviators will be interned.

TREATMENT OF PIRATE PRISONERS.

GERMANY'S IRATE PROTEST.

AMSTERDAM, April 13th.

A German Note to the American Ambassador expresses astonishment and indignation that Great Britain is not regarding submarine prisoners as honourable enemies, and says that these officers and men have acted as brave men in discharge of military duties. The German Government would be compelled immediately to execute reprisals.

The Note adds:—"We can only reject with loathing the insinuation that the German Navy, in contrast with the British Navy, wilfully neglected to rescue shipwrecked sailors."

The Note further requests the American Embassy in London personally to enquire into the treatment of submarine prisoners, and says that further proceedings against British officers who have been provisionally placed under officers' arrest will depend upon the treatment accorded German prisoners.

PREMATURE PEACE TALK.

LONDON, April 13th.

The American Press considers the Pope's plea for peace to be premature.

Commenting on the report that the Pope is desirous of supporting any move the United States might make with a view to peace, President Wilson said there had been frequent intimations of this character but no formal communication had reached him. There was no basis for the report that the United States had been informed of the terms on which peace might be made.

AMERICAN DENUNCIATION OF BERNSTORFF.

WASHINGTON, April 14th.

The Press continues its vigorous denunciation of Count Bernstorff, the German Minister at Washington. The *Sun* says that nothing more offensive or more arrogant has emanated from any diplomat at Washington. The *Tribune* says Count Bernstorff has been trying to force the Government to ask for his recall. The *New York Times* suggests that Germany's plight is so desperate that she is ceasing to regard diplomatic courtesies.

WASHINGTON, April 14th.

The *Daily Telegraph's* correspondent at Washington telegraphs that the United States has sharply replied to the German Note protesting against the supply of armaments to the Allies, and emphatically declares that the stoppage of shipments would be an unwarranted breach of neutrality and also unconstitutional.

THE OUTPUT OF MUNITIONS.

LONDON, April 13th.

The *Times* says the Government has appointed a strong committee to deal with the whole question of the organisation of the output of munitions. It will be representative of the Treasury, the War Office, Admiralty and the Board of Trade. Mr. Lloyd George will be the Chairman. The first meeting will be held to-day.

GREAT BRITAIN AND THE DRINK QUESTION.

LONDON, April 14th.

No definite decision has yet been reached on the Drink question.

THE SOUL OF FRANCE.

STIRRING SPEECH BY FRENCH PREMIER.

PARIS, April 13th.

Opening the Council General, the Premier, M. Viviani, in the course of an eloquent speech, said that Germany was completely ignorant of the soul of France, and was now suffering punishment for her error. She thought to find a nation disunited and frivolous; but found instead a wall of iron and heroic resistance, against which she broke her best battalions. This wall was now moving gradually, pounding the Germans as in a mortar. France, he declared, was prepared to add sacrifices to sacrifices in order to achieve her end.

AUSTRALIA AND JAPAN.

MELBOURNE, April 13th.

The trade between Australia and Japan is increasing by leaps and bounds.

IRON CROSS FOR THE SULTAN.

AMSTERDAM, April 13th.

Field-Marshal von der Goltz has presented to the Sultan the Iron Cross of the first class.

LOYAL COLONIAL MEDICALS.

LONDON, April 14th.

A hundred doctors have been enrolled in the Commonwealth of Australia for service at the Front. The last batch leaves next week.

LATEST BRITISH CASUALTIES.

LONDON, April 13th.

Killed: G. Binsted, C. M. Dyer.
Died of wounds: S. H. Lomax.

Wounded: W. F. Coates, T. Hornblower, M. Macpherson, R. Prentice, Colonel A. Schreiber, Second-Lieut. C. Horley (Oxfordshire Light Infantry), Second-Lieut. I. Muirhead (Black Watch).
Missing: C. B. Bean.

THE EXPLOSION AT LERWICK.

LONDON, April 13th.

The first explosion at Lerwick took place in a store, causing fire in an adjoining building and wrecking the store and other property. Five were killed and many injured. Members of the Naval and Military forces arrived very promptly, and performed splendid rescue work.

THE GREEK EX-PREMIER.

ATHENS, April 12th.

M. Venizelos is leaving for Samos. It is stated that he will enter political life after the elections, which are expected to give him a strong majority.

LATEST MARKET PRICES.

LONDON, April 13th.

Copper, 72; selected, 80; Braziers, 90; Spelter, 36; Galt-sherris, 85; linseed, Argentine, good trade at 49s. 3d. for May and June, and 49s. 9d. for July and August, both paid; Bombay, 55s.; cotton seed, 152s. 6d. value; Guzerat, 54s. 3d.; brown, 50s.; Toria, 82s. 6d.; Rosa Fe, 61s. 3d. sellers; hemp, 32s. sellers; Myro Bolams, 7s. 9d.; iron, 66s. 11d.; wheat, 62s. April, May; stock, 11,000,000; peas, 51s. April, May, value; linseed oil, 23s. paid; rice, 48s. deliveries, 51s. June 1, 205s. deliveries, 2,03s.; for tea, there is keen competition at par, and a farthing advance; rubber, 2s. 3d.; copra, 27.

[FROM HANTLA PAPERS.]

PANAMA CANAL BLOCKED.

U.S. FLEET TO PASS THROUGH IN JUNE.

WASHINGTON, April 9th.

An earth slide in the Chibola cut has blocked traffic in the Panama Canal.

Nearly 50 ships of war in command of Admiral Fletcher of the U.S. Navy will pass through the Panama Canal early in June, according to an announcement made to-day. The fleet which is to pass through the Canal will consist of 21 battleships, 22 torpedo-boat destroyers, one scout cruiser and two light cruisers. The passage of this fleet through the Canal will mark the formal opening. The fleet will then proceed to San Francisco.

NICARAGUA IN THE THROES OF REVOLUTION.

WASHINGTON, April 8th.

A revolution has broken out in the republic of Nicaragua and the U.S. *Chatanooga* has been ordered there to protect American and foreign interests.

JAPANESE TO ADVISE CHINA.

WASHINGTON, April 8th.

Professor Okada, the distinguished Japanese lawyer, has been offered and has accepted the post of adviser to the Government of China.

AMERICAN ADMIRAL'S ADVICE TO YOUNG MEN.

NEW YORK, April 10th.

Rear Admiral William Sheffield Cowles, U.S.N., retired, addressing the members of the American Genealogical Society to-day, urged that every young man in the Navy for a few days each year during a stated and specified period, preparedness, and he discussed a number of suggestions for strengthening the present naval defences of the United States. Colonel Edward F. Glenn, U.S.A., was also one of the speakers. He spoke after Admiral Cowles and endorsed his sentiments, adding: "When the Navy fails, God help us."

POWERS OF A LIQUIDATOR.

INTERESTING DECISION ON QUESTIONS OF PROCEDURE.

The Puisne Judge, Mr. F. A. Halland, gave his ruling yesterday on two points of procedure which arose in connection with the case in which Messrs. Sheehan, Tomes & Co., as liquidators of Reuter, Brockleman & Co. sued the Onger Machinery Co. of 47, Queen's Road Central, for the return of twelve sewing machines, or, in the alternative, the payment of \$914.

Mr. Sheehan (of Messrs. Deacon Looker Deacon & Harston) appears for plaintiffs, and Mr. Denny (of Messrs. Denny & Bowley) is for the defendants. At the outset of the previous hearing Mr. Denny complained that the plaintiffs had not produced any notification from the authorities showing that they were the liquidators, and he contended that they had no cause of action as a result. He further contended that no contract was broken, and that so long as they (the defendants) showed a reasonable effort to sell, it did not matter how long they kept the machines. The hearing was adjourned to enable his lordship to give a ruling on the points raised.

His lordship, in giving his decision, said Mr. Denny contended that the plaintiffs should be non-suited on the following grounds: (1) that the plaintiffs have not proved that Messrs. Sheehan, Tomes & Co. are the liquidators of Reuter, Brockleman & Co.; (2) that the plaintiffs have not proved a breach of the conditions of the contract. It was submitted that the breach must be of such a nature as would entitle the plaintiffs, on their own option, to terminate the contract and deprive the defendants of the chance of receiving any benefit under the contract. My finding is against the defendants on both these points.

I was not referred to what was the practice, so I must assume that such a point has never been raised before. The practice which, in my opinion, ought to be followed in a case like the present one is as follows:—Where the evidence which should have been called is of so formal a nature that it is thought the defence would not raise the point, the proper order for the Court to make is to refuse to non-suit the plaintiffs, and for the Court to admit the evidence.

I will now deal with the second point. I was first referred to the Common Law, that where no time is mentioned in a contract, the time to be allowed must be reasonable time. I would now refer to exhibit 3, where it appeared that the defendants were allowed six months to sell 480 machines. Therefore, six months would be an unreasonable length of time to sell 14 machines.

I will now refer to the words "in consignation" in Exhibit 1. Mr. Fiskin, formerly a clerk in Reuter, Brockleman & Co., gave evidence as follows:—"In consignation means that we hand the machines to our clients and they have to be sold and the money paid to us as soon as the machines are sold. Things given 'in consignation' can at any time be returned."

I would further refer to the following words in paragraph 2:—"Payment for such machines has to be made cash on delivery from the Onger Machinery Co's store." This means that the machines are to be sold at the defendants' store in Hongkong.

In two letters, the defendants' state that they had sent these machines to Swatow. This suit stands adjourned until the 21st inst.

LOCAL SPORT.

HONGKONG TENNIS TOURNAMENT.

YESTERDAY'S GAMES.

The following were the results of the games played last evening:—

Handicap Singles, "A" Class, first round: Hattersley Smith (owe 3/8), defeated Hamilton (owe 2/8), 6-4, 6-4.
Handicap Singles, "B" Class, first round: Muriel (rec. 3/8), defeated Cocks (rec. 1/8), 6-0, 2-6, 6-3. Abraham (owe 1/8), defeated Leigh-Bennett (owe 2/8), 6-1, 6-4.
Larkins (rec. 1/8), defeated Gace (rec. 1/1), 6-8, 6-3.

Handicap Doubles, first round: Lindsay Woods and Woodcock (rec. 1/8), defeated Weall and Mitchell (rec. 1/8), 6-0, 6-1.

Professional Pairs, first round: Mass and Hewitt defeated Raworth and Gold (6-2, 6-7). Major Faehle and Capt. Hattersley Smith, (w.o.).
Mixed Doubles, first round: Mrs. Macfarlane and Woodcock (rec. 1/8), defeated Miss Kelly and Murphy (owe 1/8), 6-3, 6-4. Mrs. and Mr. Stark (owe 3/8), defeated Mrs. Gibson and Franks (rec. 2/8), 6-2, 7-5. Mrs. Lindsay and Wood (scratch), defeated Mrs. Black and Ormiston (rec. 1/8), 6-2, 6-2.

ASSOCIATION FOOTBALL.

HONGKONG F.C. BEAT TERRITORIALS.

The game between the Shropshire L.I. (T.) and the Hongkong F.C. last evening was one of the most wretched exhibitions of football seen this season. The Shropshires took the game very seriously, somewhat too seriously in fact, and the referee's whistle had to be used more frequently than is usual in Hongkong. In their excitement and keenness about their tactics as they might be, and the game was not a pleasant one. In the early part of the exchange there were some flashes of good football on both sides, but the play quickly degenerated. But for a brilliant display by the Shropshires' keeper, the Territorials would probably have been several goals down, but they managed to run the Club to an odd goal—two to one. Stalker and Pennell scored for the Club and Jones (from a penalty, for "hands") notched the Shropshires' point.

Dunbar	Mr R. Jones	Mr F. A. Estelens	Lt and Mrs Smyth
Dyer	Mr C. W. Reynolds	Mrs Horbrender	Mr & Mrs Vanden Iol
W. D. Gibbs	Mr K. Wilson	Major Humphreys	
Grant	Mr S. H. Wright		

SHIPPING

ARRIVALS.

CHOYEANG, British str., 1,424, Holmwood, 14th April—Singapore 13th April, General—Jardine, Matheson & Co.
 HAYAN, British str., 1,170, J. W. Evans, 14th April—Amoy 13th April, General—Douglas LaPraik & Co.
 HANAMETAL, American str., 1,711, J. Lennon, 13th April—Saigon 5th April, Rice—Chinese.
 HITACHI MARU, Japanese str., 4,031, S. Tomimaga, 14th April—Manila 12th April, General, Nippon Yusen Kaisha.
 HONG BEI, British str., 2,035, Ogden, 14th April—Singapore 8th April, General—Chinese.
 KAIYO MARU, Japanese str., 1,539, Imazumi, 14th April—Haiphong 12th April, General—Osaka Shosen Kaisha.
 NISSHO MARU, Japanese str., 917, Y. Nakano, 13th April—Bangkok 4th April, Rice—Chinese.
 KWONGSANG, British str., 1,423, M. F. Bichard, 13th April—Saigon 9th April, Rice—Jardine, Matheson & Co.
 PROMETHEUS, British str., 1,924, W. Jensen, 13th April—Bangkok 6th April, Rice—Thomson & Co.
 INVERIC, British str., 3,113, A. Wallace, 14th April—Manila 11th April, General—Jardine, Matheson & Co.
 SUBANG, British str., 1,757, Simpson, 14th April—Weihaiwei 7th April, Coal—Jardine, Matheson & Co.
 TACOMA MARU, Japanese str., 3,623, Hamata, 14th April—Manila 12th April, General—Osaka Shosen Kaisha.
 TAIWAN MARU, Japanese str., 1,445, H. Sakai, 13th April—Saigon 9th April, Rice and Meal—Dodwell & Co.
 TAKI MARU, Japanese str., 1,029, Terasaka, 13th April—Chingwangtao 5th April, Coal—Dodwell & Co.
 YUI MARU, Japanese str., 2,729, P. I. Iani, 14th April—Wakamatsu 1st April, Coal—Mitsui Bussan Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 14th April.
 CHIPSHING, British str., from Canton.
 PHUMPHEN, British str., for Saigon.

DEPARTURES.

14th April.

AMHUT, British str., for Shanghai.
 BOYARIN, Russian str., for Hoihow.
 CHENGTO, British str., for Swatow.
 COLOMBO MARU, Japanese str., for Japan.
 HAICHING, British str., for Swatow.
 TUNGSHING, British str., from Canton.
 VAHO, Norwegian str., for Tourane.

SHIPPING REPORTS.

The British str. *Italian* reports: Moderate southerly winds, smooth sea and fog.
 The British str. *Kwonggang* reports: Moderate to light south-easterly winds and fine weather; anchored off harbour 9 hours through fog.

PASSENGERS.

ARRIVED.

Per *Kwonggang*, from Saigon, for Hongkong, Mrs. Butler.
 Per *Italian*, from Amoy, for Hongkong, Miss Lee, Mr. G. Haslam, Mr. and Mrs. Shagan.
 Per *Franchette*, from Bangkok, for Hongkong, Mr. and Miss Lyle and child.
 Per *Hitchi Maru*, from Manila, for Hongkong, Mrs. A. Howthorn, Rev. J. J. Battle, Mr. J. H. Boring, Mr. W. W. Francis, Mr. R. E. Whitney, Mr. and Mrs. A. E. Emanuel, Miss M. Emanuel, Master A. Emanuel, Miss F. Runkin, Mr. S. Suzuki, Mr. J. Ogihara, Miss G. E. Benham, and Mr. A. Marrow.

DEPARTED.

Per *Trigo Maru*, for San Francisco, etc., Mr. and Mrs. Ng Han, Mrs. Master F. Soares, Master A. Soares, Mr. A. D. Alvarez, Mr. and Mrs. Cuthfield, Mrs. J. Hanson, Mr. J. H. Taggart, Mr. W. Moore, Mr. M. de Redon, Mrs. Livingston and children, Mr. T. W. Marshall, Mr. and Mrs. W. H. Combs, Mr. T. H. Payne, Mr. H. Bradshaw, Mr. F. Dennis, Master S. Robert, Mr. and Mrs. N. F. Bluch, Mr. G. Lacy Goodrich, Mr. C. B. Crabtree, Mr. J. C. Barney, Mr. H. E. Hostetter, Mr. F. C. Giza, Mr. and Mrs. A. E. Griffin, Mr. and Mrs. L. L. Looker, Mr. and Mrs. E. E. Gossler, Mr. E. O. Rutter, Mr. M. Hirsch, Mr. and Mrs. P. M. Smith, Miss A. B. Greig, Miss L. S. Greig, Mr. and Mrs. F. Hicks, Mr. and Mrs. E. H. Rubin and child, Mr. and Mrs. A. E. Stanton, Mr. H. Ferguson, Mr. and Mrs. A. Edwards, Mr. and Mrs. G. H. Wright, Mr. and Mrs. F. C. Arance, Mr. and Mrs. J. V. Buzza, Mr. and Mrs. J. H. Graves, Miss E. Davis, Mr. L. Lawton, Mr. J. H. Thompson, Mr. C. H. Sheldon, Mr. J. M. Swartz, Mr. C. A. Vance, Miss M. Cook, Miss E. L. Branch, Miss B. B. Shelp, Mrs. M. M. Quantock, Miss Quantock, Rev. and Mrs. W. E. Porvin, Mr. M. W. Bruce, Mr. J. M. Myers, Mr. C. Littleton, Mr. T. Holiday, Mr. H. Baker, Mr. H. F. Loydon, Miss M. Dumas, Mr. H. H. Johnson, Mr. L. de Prida, Mr. C. Stalk, Miss K. A. Hill, Miss E. J. Martin, Mr. C. R. Bennett, Mr. and Mrs. W. T. Wolington, Mr. and Mrs. J. C. Rundles, Mr. T. C. Anderson, Mr. E. G. Proyer, Mr. and Mrs. W. E. Greig and child, Rev. R. de Papiol, Rev. C. de Tarrasa, Mr. W. A. Trafford, Mr. C. Hallam, Mr. and Mrs. Hallam, Miss B. A. Hanger, Mrs. C. Fair, Mr. J. E. Wright, Mr. R. N. Wright, Mr. and Mrs. Overbach and children, Mr. T. Kayama, Mr. J. Taylor, Mr. D. R. Mason, Miss E. Coleman, Mrs. C. F. Wright, Mr. W. Kerr, Mr. K. Thay, Miss P. Bornstein, Mr. E. Pachis, Mr. Villaverde and Mr. W. Hochstalt.

LATEST STEAMER MOVEMENTS.

The Ben Line str. *Benavon* from Hull, Middlebro, and London, left Singapore for this port on 13th instant, and may be expected to arrive here on or about 19th inst.
 The str. *Santhia* from Calcutta, left Singapore on 13th inst. afternoon, and may be expected here on or about the 20th inst., daylight.
 The Ben Line str. *Benarines* from Middlebro and London, left Singapore for this port on 14th instant, and may be expected to arrive here on or about 20th inst.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Stations commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

[SECTIONS]

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CARNARVONSHIRE	Brit. str.	1 m.	C. G. Smith, R.N.	JARDINE, MATHESON & Co. LD.	On 20th inst.
LONDON & SINGAPORE	MASTA	Brit. str.	1 m.	D. Ashby	E. & O. S. N. Co.	On 23rd inst., at Noon
MASSILLON, LONDON & SINGAPORE	YAKA MARU	Brit. str.	1 m.	Yamawaki	E. & O. S. N. Co.	On 23rd inst., at Noon
MASSILLON, LONDON & SINGAPORE	ERNEST SIMONS	Brit. str.	1 m.	Komatsubara	NIPPON YUSEN KAISHA	On 23rd inst., at Noon
MASSILLON, LONDON & SINGAPORE	KALOMO	Brit. str.	1 m.	T. Hamada	THE BANK LINE, LIMITED	On 10th May
VICTORIA, B.C., & SINGAPORE	YOKOHAMA MARU	Jap. str.	1 m.	Komatsubara	NIPPON YUSEN KAISHA	To-day, at Noon
VICTORIA, B.C., & SINGAPORE	TACOMA MARU	Jap. str.	1 m.	T. Hamada	OSAKA SHOSHUN KAISHA	On 23rd inst., at 3 P.M.
NEW YORK VIA SUEZ CANAL	INDRADO	Brit. str.	1 m.	A. Wallace	SHAW, TOMES & Co.	About 25th inst.
NEW YORK VIA SUEZ CANAL	BOYTON CASTLE	Brit. str.	1 m.	A. Wallace	DODWELL & Co. LTD.	About End of April
SAN FRANCISCO VIA MANILA & JAPAN	INVERIC	Brit. str.	1 m.	A. Wallace	THE BANK LINE, LIMITED	On 14th May
SAN FRANCISCO VIA SHANGHAI & JAPAN	NIPPON MARU	Jap. str.	1 m.	A. G. Stevens	TOYO KISEN KAISHA	On 27th inst., at 10.30 A.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN	MONGOLIA	Jap. str.	1 m.	Emery Bice	PACIFIC MAIL S.S. CO.	On 4th May, at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN	SHINTO MARU	Jap. str.	1 m.	G. Hill	TOYO KISEN KAISHA	On 11th May, at Noon
SAN FRANCISCO VIA SHANGHAI & JAPAN	PARISH	Jap. str.	1 m.	A. J. Hall	PACIFIC MAIL S.S. CO.	On 18th May, at Noon
VANCOUVER VIA SHANGHAI & JAPAN	MONTMOUTH	Jap. str.	1 m.	A. J. Hall	CANADIAN PACIFIC CO.	On 1st May
MEXICAN, PANAMA & CHINA PORTS VIA JAPAN	SHIKO MARU	Jap. str.	1 m.	Yagi	TOYO KISEN KAISHA	On 18th May
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	1 m.	Nippon Yusen Kaisha	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	1 m.	G. H. Liddell	GIBB, LIVINGSTON & Co.	On 19th inst., at 10 A.M.
DELAGO BAY, DUBBAN, EAST LONDON, & YOKOHAMA, KOBE & MOJI	GOHARAT	Brit. str.	1 m.	E. J. Tadd	THE BANK LINE, LIMITED	On 23rd inst.
YOKOHAMA, KOBE & MOJI	LAISANG	Brit. str.	1 m.	T. Sato	JARDINE, MATHESON & Co. LD.	On 20th inst., at D'light
YOKOHAMA, KOBE & MOJI	HATAORI MARU	Jap. str.	1 m.	V. Benson	NIPPON YUSEN KAISHA	To-morrow, at 10 A.M.
YOKOHAMA, KOBE & MOJI	CHONGSHING	Brit. str.	1 m.	W. Benson	JARDINE, MATHESON & Co. LD.	On 24th inst., at D'light
YOKOHAMA, KOBE & MOJI	LIANGHONG	Brit. str.	1 m.	E. H. Laver	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA, KOBE & MOJI	KANOHOW	Brit. str.	1 m.	S. Findorson	BUTTERFIELD & SWIRE	On 19th inst.
YOKOHAMA, KOBE & MOJI	NEA	Brit. str.	1 m.	W. F. Bichard	JARDINE, MATHESON & Co. LD.	On 20th inst., at D'light
YOKOHAMA, KOBE & MOJI	CHOWHANG	Brit. str.	1 m.	W. F. Bichard	JARDINE, MATHESON & Co. LD.	On 20th inst., at D'light
YOKOHAMA, KOBE & MOJI	KWONGSANG	Brit. str.	1 m.	W. F. Bichard	JARDINE, MATHESON & Co. LD.	On 20th inst., at D'light
YOKOHAMA, KOBE & MOJI	FUKUSHI MARU	Jap. str.	1 m.	D. R. Davies	NIPPON YUSEN KAISHA	On 20th inst., at 10 A.M.
YOKOHAMA, KOBE & MOJI	LUOCHOW	Brit. str.	1 m.	F. Wheeler	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
YOKOHAMA, KOBE & MOJI	KUMSANG	Brit. str.	1 m.	J. T. Jeffery	JARDINE, MATHESON & Co. LD.	On 22nd inst.
YOKOHAMA, KOBE & MOJI	SARDINIA	Brit. str.	1 m.	Nakamura	P. & O. S. N. Co.	About 22nd inst.
YOKOHAMA, KOBE & MOJI	KAWACHI MARU	Jap. str.	1 m.	W. H. Sweny, R.N.	NIPPON YUSEN KAISHA	On 23rd inst.
YOKOHAMA, KOBE & MOJI	NAGAYA	Brit. str.	1 m.	A. Kobayashi	P. & O. S. N. Co.	About 3rd May
YOKOHAMA, KOBE & MOJI	TIRODAS	Brit. str.	1 m.	K. Murakami	JAVA-CHINA-JAPAN LINE	Quick despatch
YOKOHAMA, KOBE & MOJI	SOHOU MARU	Jap. str.	1 m.	J. W. Evans	OSAKA SHOSHUN KAISHA	To-morrow, at Noon
YOKOHAMA, KOBE & MOJI	DAIJI MARU	Jap. str.	1 m.	W. O. Pasmore	OSAKA SHOSHUN KAISHA	On 19th inst., at Noon
YOKOHAMA, KOBE & MOJI	LAISANG	Brit. str.	1 m.	W. O. Pasmore	DOUGLAS LAFRAIK & Co.	To-morrow, at 1 P.M.
YOKOHAMA, KOBE & MOJI	KANOHOW	Brit. str.	1 m.	A. H. Steward	DOUGLAS LAFRAIK & Co.	On 18th inst., at 10 A.M.
YOKOHAMA, KOBE & MOJI	HAICHING	Brit. str.	1 m.	A. H. Steward	DOUGLAS LAFRAIK & Co.	On 21st inst., at 1 P.M.
YOKOHAMA, KOBE & MOJI	HAICHING	Brit. str.	1 m.	A. H. Steward	DOUGLAS LAFRAIK & Co.	On 23rd inst., at 1 P.M.
YOKOHAMA, KOBE & MOJI	YUENHANG	Brit. str.	1 m.	E. Rolfe	JARDINE, MATHESON & Co. LD.	On 17th inst., at 3 P.M.
YOKOHAMA, KOBE & MOJI	CHINEVA	Brit. str.	1 m.	E. Flanagan	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
YOKOHAMA, KOBE & MOJI	LOONGSANG	Brit. str.	1 m.	W. G. G. Lusk	JARDINE, MATHESON & Co. LD.	On 24th inst., at 3 P.M.
YOKOHAMA, KOBE & MOJI	TITABORON	Brit. str.	1 m.	Kuruzumi	JAVA-CHINA-JAPAN LINE	Quick despatch
YOKOHAMA, KOBE & MOJI	NIO MARU	Jap. str.	1 m.	Butler	OSAKA SHOSHUN KAISHA	On 26th inst.
YOKOHAMA, KOBE & MOJI	BOMRAT MARU	Jap. str.	1 m.	Kawachi	NIPPON YUSEN KAISHA	On 25th inst.
YOKOHAMA, KOBE & MOJI	IOZLA	Brit. str.	1 m.	D. A. Gardiner	DAVID SARGSON & Co. LTD.	On 17th inst.
YOKOHAMA, KOBE & MOJI	HAKATA MARU	Jap. str.	1 m.	W. O. Pasmore	NIPPON YUSEN KAISHA	On 17th inst.
YOKOHAMA, KOBE & MOJI	ALANIS	Brit. str.	1 m.	W. O. Pasmore	THE BANK LINE, LIMITED	On 15th inst.
YOKOHAMA, KOBE & MOJI	LOONGSANG	Brit. str.	1 m.	W. O. Pasmore	JARDINE, MATHESON & Co. LD.	To-day, at 10 A.M.
YOKOHAMA, KOBE & MOJI	KALPONS	Brit. str.	1 m.	H. B. Evans	BUTTERFIELD & SWIRE	To-day, at Noon
YOKOHAMA, KOBE & MOJI	KIYO MARU	Jap. str.	1 m.	Imaiami	OSAKA SHOSHUN KAISHA	To-morrow, at 10 A.M.
YOKOHAMA, KOBE & MOJI	WENCHOW	Brit. str.	1 m.	Imaiami	BUTTERFIELD & SWIRE	On 17th inst., at 10 A.M.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	DESTINATION	TO SAIL
HAIPHONG	"LOKSANG"	Thursday, 15th Apr., 10 A.M.
MANILA	"YUENSANG"	Saturday, 17th Apr., 3 P.M.
SHANGHAI VIA SWATOW	"CHOWSANG"	Tuesday, 20th Apr., D'light
SHANGHAI	"KWONGSANG"	Tuesday, 20th Apr., D'light
TIENSIN VIA WEIHAIWEI	"CHEONGSHING"	Tuesday, 20th Apr., D'light
YOKOHAMA, KOBE & MOJI	"LAISANG"	Tuesday, 20th Apr., D'light
SHANGHAI, KOBE & MOJI	"KUMSANG"	Thursday, 22nd Apr., D'light
MANILA	"LOONGSANG"	Saturday, 24th Apr., 3 P.M.

RETURN TO SINGAPORE
 The Steamers "KUMSANG" and "YUENSANG" leave about every 5 weeks for Singapore and Japan via Kobe (Holland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the "TATSUMI," "KOWA," and "TANAKA," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning to Hongkong. Time occupied 6 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A daily qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Yangtze, China, India, Japan, etc., etc.
 Taking Cargo on Through Bills of Lading to India, China, Japan, etc., etc.
 Freight or Passage, apply to JARDINE, MATHESON & Co. LTD.,
 Hongkong, 15th April 1915. GENERAL MANAGERS [5]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co. LTD.,

Telephone No. 215.

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Hongkong, 16th April 1914.

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THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	DESTINATION	DATE OF DEPARTURE
LONDON	"CARNARVONSHIRE"	On 20th April
LONDON	"MONTMOUTHSHIRE"	On 6th June

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SMATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to Telephone No. 215 St. Ex. No.

JARDINE, MATHESON & Co. LTD.,

Hongkong, 25th February 1915.

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PACIFIC MAIL S.S. CO.

OPERATING
 MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
 MONGOLIA 27000 tons
 KOREA 18000 tons
 CHINA 10200 tons
 MANCHURIA 27000 tons
 SIBERIA 18000 tons
 NILE 10000 tons
 PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA	Sailing TUESDAY, 4th May, at 1 P.M.
PERSIA (via Manila)	TUESDAY, 18th May, at Noon
KOREA	WEDNESDAY, 28th May, at 1 P.M.
SIBERIA	TUESDAY, 1st June, at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Korrell, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—billiard, water swimming tank, playing cards, etc., etc.—not added to most other lines.

The Safety and Comfort of Passage in Our First Class Cabin.

For further information, rates, literature, schedules, etc., apply to
 R. O. MORTON, AGENT,
 KING'S BUILDINGS,
 TEL. NO. 141.

CANADIAN PACIFIC RAILWAY CO.'S STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP "MONTEAGLE"

WILL SAIL FROM HONGKONG FOR VANCOUVER

Accepting Cargo and Passengers for Canada, the United States, West Indies, London, etc.

1st MAY AND 3rd JULY.

Subsequent dates of sailing will be announced later.

PASSAGE RATES:—
 VANCOUVER £31; LONDON £43 AND £45.

For Freight or Passage apply—
 D. W. CRADDOCK.
 Hongkong, 25th March 1915. [42]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PENANG, SINGAPORE, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"MALTA"
 Captain C. G. Smith, R.N., carrying His Majesty's Mails, will be despatched from this port for BOMBAY on FRIDAY, the 23rd April, 1915, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MORNA" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "CALCUTTA." Due in London on the 3rd June 1915.
 Forms will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 E. A. HEWETT,
 Superintendent.

Hongkong, 12th April 1915. [1]

HONGKONG-NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR BOSTON & NEW YORK VIA SUEZ CANAL.

(WINE LIBERTY TO CALL AT THE MALABAR COAST.)

SS. "INDRADO," On or about 28th April.

For Freight or information apply to—
 SHEWAN, TOMES & Co.,
 General Agents.
 Hongkong, 7th April 1915. [478]

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK VIA PANAMA CANAL.

SS. "BOLTON CASTLE" about End of Apr.

For Freight and further information, apply to—
 DODWELL & Co. LTD.,
 Agents.
 Hongkong, 2nd April 1915. [336]

AMERICAN AND ORIENTAL LINE.

FOR NEW YORK AND SUEZ.

THE Steamship "INVERIC," 4799 tons, Capt. A. Wallace, will be despatched as above on FRIDAY, 14th May.

For Freight, etc., apply to—
 THE BANK LINE, LTD.,
 General Agents.
 Hongkong, 15th April 1915. [483]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"MALTA"
 Arrived Hongkong on 9th April 1915, from BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at FRANK BAY in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
 From London, &c., ex s.s. "Maloja"
 And "Aravia"
 From Persian Gulf, ex s.s. "I. S. N."
 And "E. & O. S. N." Steamers.

